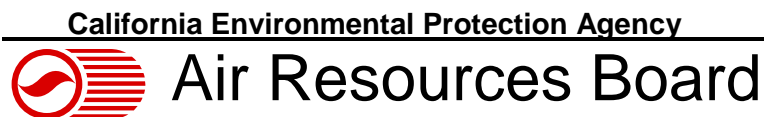


**HOW DO I COMPLY
WITH THE
TRU ATCM
FOR
OPERATORS OF TRUs AND
TRU GENERATOR SETS,
AND FACILITIES WHERE TRUs
OPERATE?**



**Stationary Source Division
Emissions Assessment Branch**

June 29, 2005

**HOW DO I COMPLY
with the
TRU ATCM
for
In-Use Diesel-Fueled Transport Refrigeration Units (TRU)
and TRU Generator Sets,
and Facilities Where TRUs Operate?**

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How Do I Comply with the TRU ATCM?

Introduction

This document provides guidance to parties affected by the Transport Refrigeration Unit (TRU) Airborne Toxic Control Measure (ATCM) in a "How do I Comply?" format. This guidance is based on the regulatory language of Title 13, California Code of Regulations, section 2477 (13 CCR, §2477).

Flowcharts are used where space and information lends itself to this approach. The reader is directed to references (Ref.) within this document and outside this document when appropriate.

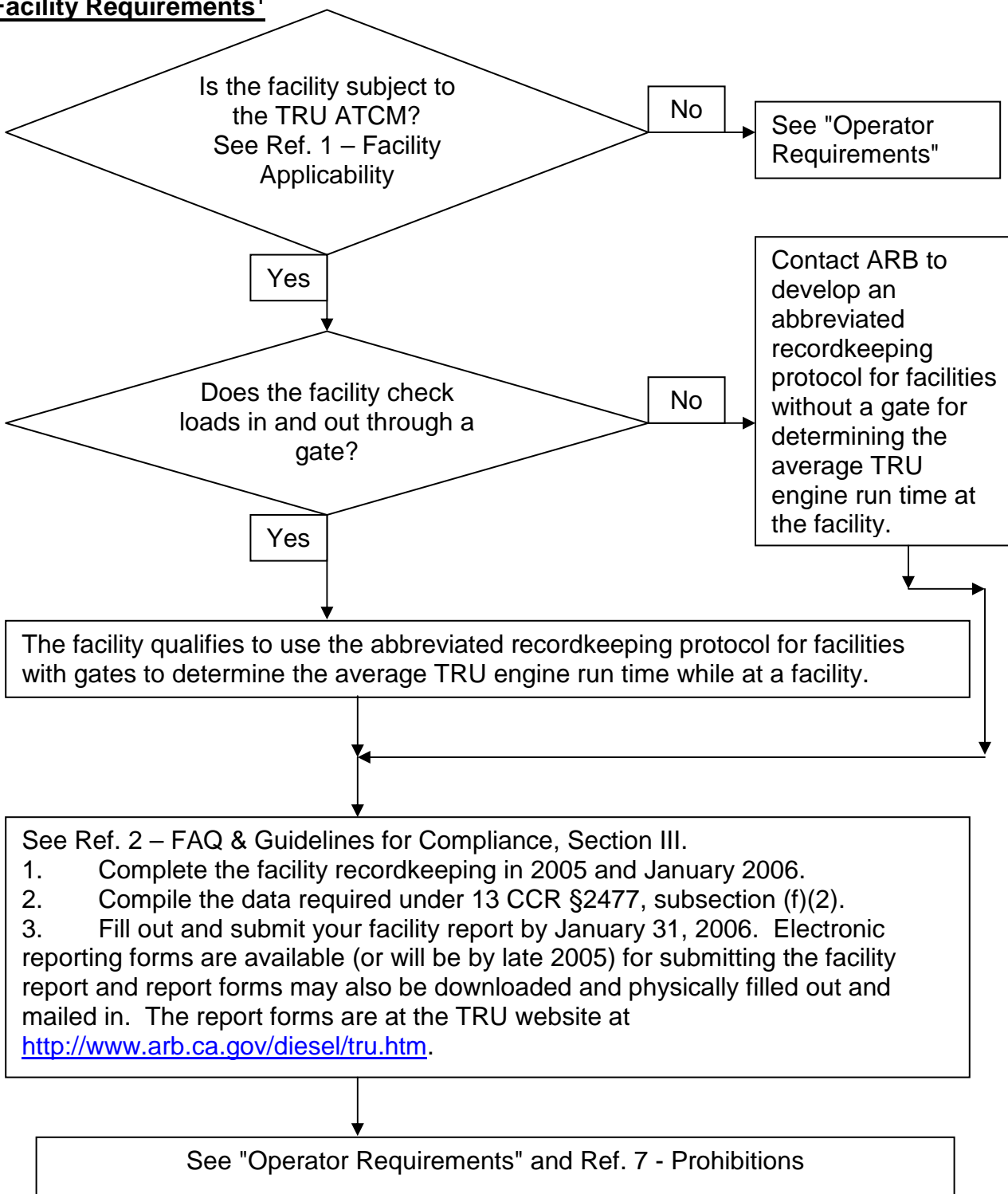
Many of the terms used in this guidance have precise meaning. For the sake of clarity, all of the definitions of 13 CCR, §2477 are included in this guidance in Ref. 9 – Definitions, starting on page 15.

If this guidance creates conflicts in interpretation, the regulatory language of the TRU ATCM, 13 CCR, §2477, shall have higher legal authority. This document may be updated from time to time with or without notice.

For more information about TRUs you can visit any of several ARB sites dealing with the TRU ATCM and reducing risk from diesel engines. The best place to start is the TRU web page at <http://www.arb.ca.gov/diesel/tru.htm>.

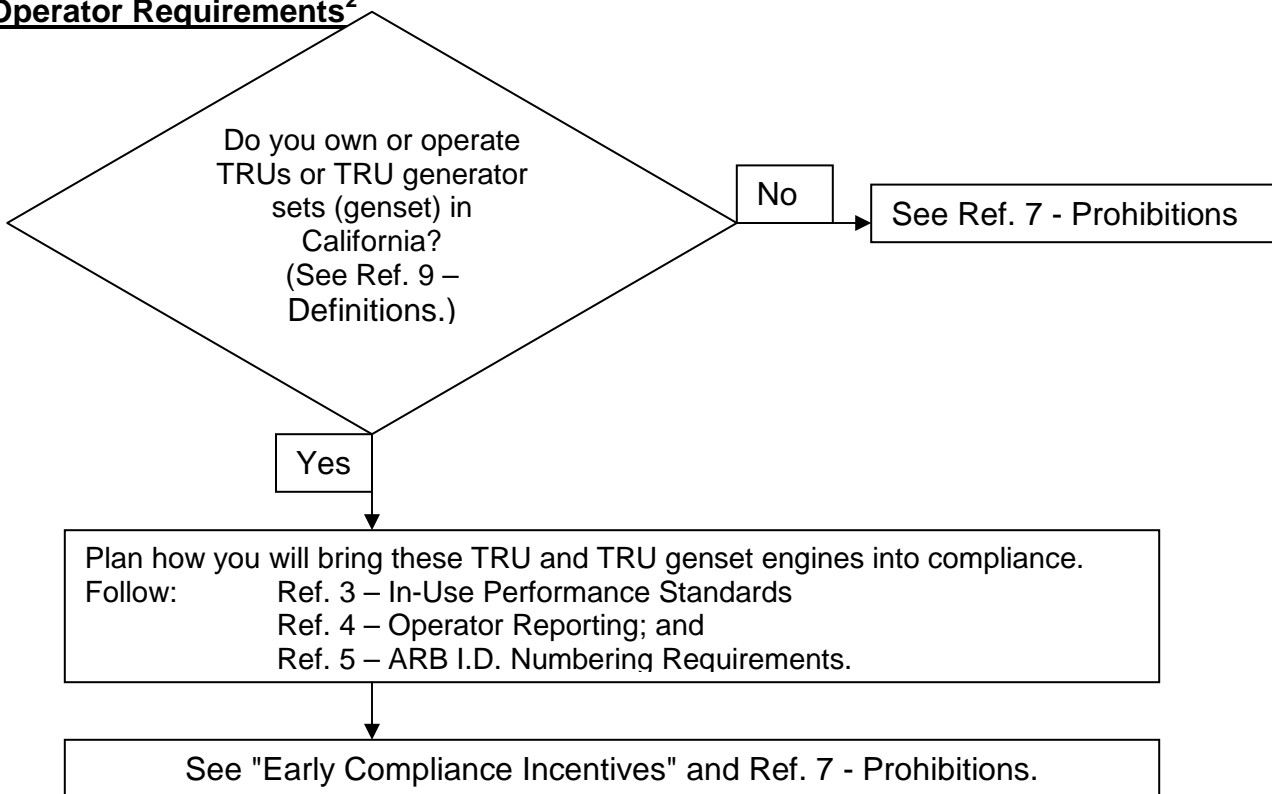
To obtain a copy of the regulation, ARB staff report, and other related documents, visit our web site at <http://www.arb.ca.gov/regact/trude03/trude03.htm>.

Facility Requirements¹

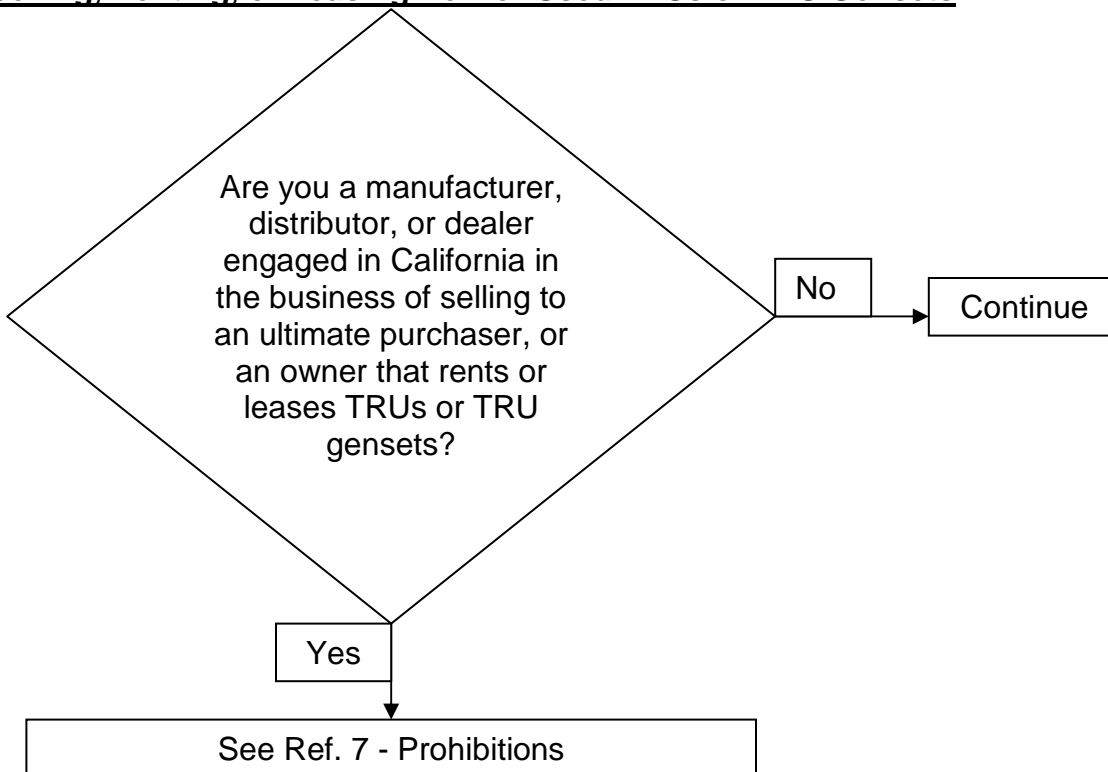


¹ Review 13 CCR §2477(b) - Applicability and see Ref. 1 – TRU ATCM Facility Applicability, below.

Operator Requirements²

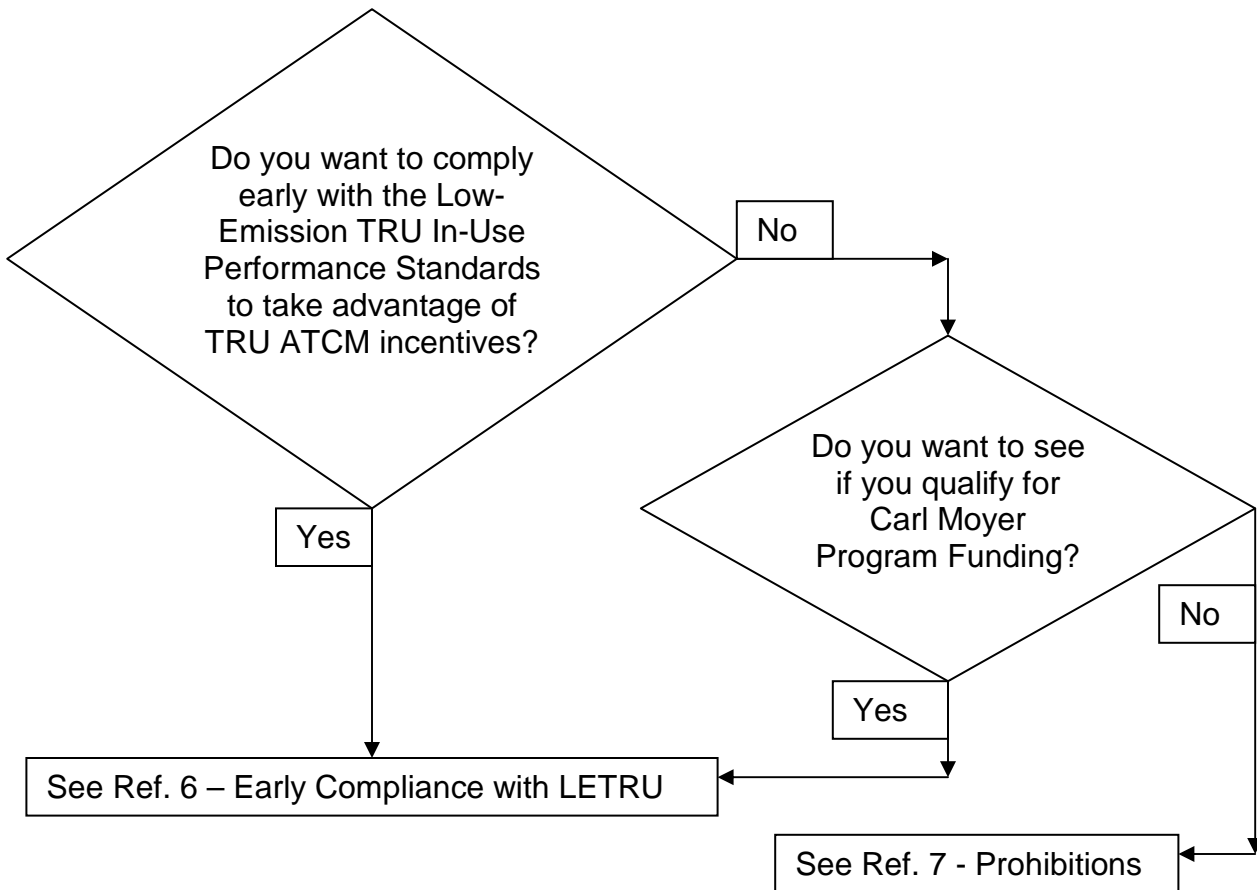


Selling, Renting, or Leasing New or Used TRUs or TRU Gensets



² See 13 CCR(e)(1) and Ref. 2 – FAQ and Guidelines for Compliance, section IV.
Note: Military Tactical Support Equipment are exempt (see definition in Ref. 9 - Definitions.)

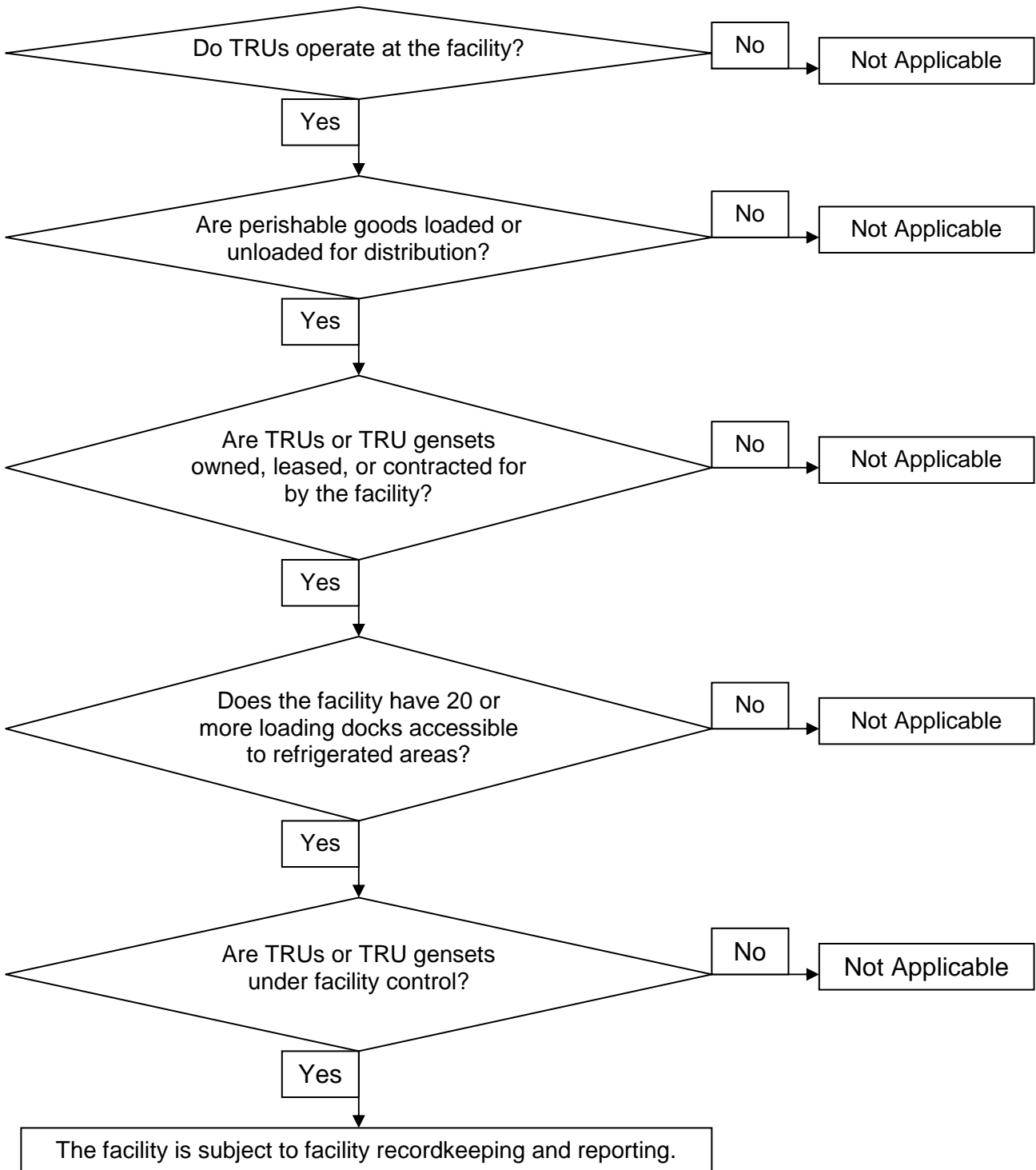
Early Compliance Incentives³



³ Review 13 CCR, §2477(e)(1)(F) – Early Compliance with LETRU In-Use Performance Standards.

Ref. 1 – Facility Applicability⁴

If the answer is "Yes" to all of the following questions, then the facility is subject to the regulation. If the answer is "No" to **any one** of these questions, then the facility is not subject to the Facility Reporting requirements of the ATCM.



⁴ Review 13 CCR, §2477(b)(2), see Ref. 2 – FAQ & Guidelines for Compliance, section III and definition of "facility control" in Ref. 9 – Definitions.

Ref. 2 – FAQ and Guidelines for Compliance

Review the document titled "Frequently Asked Questions and Guidelines for Compliance with the TRU ATCM for Operators of TRUs and TRU Generator Sets, and Facilities Where TRUs Operate," which is posted on ARB's TRU web site at <http://www.arb.ca.gov/diesel/tru.htm>.

Ref. 3 – In-Use Performance Standards⁵

- a. Review your TRU engine and TRU genset engine inventory.
 1. For each TRU and TRU genset, list:
Engine model, model year, rated horsepower, and serial number.
 2. Group them by horsepower category (e.g. separate the less than 25 hp engines from the 25 hp and greater engines). Arrange the units so that you can see how many of each engine model year (MY) you have.

Note: to convert from kW to horsepower, multiply the kW value by 1.341.
- b. Determine which TRUs or TRU gensets have engines with MY 2001 and older, and MY 2002, all of which must meet the Low-Emission TRU In-Use Performance Standard (LETRU) by the end of 2008 and 2009, respectively, and the Ultra-Low Emission TRU In-Use Performance Standard (ULETRU) by 2015 and 2016, respectively.
 1. For each TRU and TRU genset that must meet LETRU, tabulate the TRU manufacturer, and look at the engine's emission control label (typically on the engine valve cover) and tabulate:
Engine manufacturer
Engine model
Engine family
 2. Determine if the engine certification value for each 2002 and older engine is less than or equal to the LETRU In-Use Performance Standard under Engine Certification. To do this, either consult with the engine manufacturer or refer to ARB's list of TRU and TRU Genset Engines that Meet LETRU (TO BE POSTED SOON). Use the link on ARB's TRU web page at <http://www.arb.ca.gov/diesel/tru.htm>.

LETRU In-Use Performance Standard for Certified Engines	
HP	Engine Certification Value
less than 25	0.30 g/hp-hr (0.40 g/kW-hr)
25 or greater	0.22 g/hp-hr (0.30 g/kW-hr)

⁵ Review the TRU ATCM, 13 CCR, §2477, subsections (e)(1)(A), (e)(1)(B), and (e)(1)(C), and Ref. 2-FAQ and Guidelines, section IV.

3. If you have an engine that is not listed on ARB's LETRU-compliant engine list, you need to develop an LETRU compliance strategy and capital expenditure plan for these engines.

LETRU compliance options include:

- i. Replace the TRU engine with a newer engine.

Note that unless the replacement engine meets LETRU and ULETRU, this may **only** reset the compliance dates for the engine to meet these In-Use Performance Standards. For example, if you replace a MY 1999 engine with a MY 2002 engine, compliance requirements would go from meeting LETRU by 12-31-08 and ULETRU by 12-31-15 to meeting LETRU by 12-31-09 and ULETRU by 12-31-16. (See 13 CCR, §2477, subsections (e)(1)(A) and (e)(1)(B) to determine the compliance requirements and date for the chosen replacement engine.)

- ii. Retrofit with a Level 2 Verified Emission Control Device (VDECS) that reduces PM emissions by at least 50%. Refer to ARB's Diesel Emission Control Strategies Verification web site at <http://www.arb.ca.gov/diesel/verdev/verdev.htm> to see if there are any Level 2 VDECS available for the engine MY, model, and family. Alternatively, consult with your TRU manufacturers or dealer/distributors to see what they recommend for compliance with the TRU ATCM.

Operators that choose to retrofit with a VDECS that requires certain fuel properties to be met in order to achieve the required PM emission reductions shall **only** fuel the subject TRU or TRU genset with fuel that meets these specifications when operating in the State of California. In addition, operators that choose a VDECS that requires certain fuel properties to be met in order to prevent damage to the VDECS or an increase in toxic emissions, other harmful compounds, or in the nature of the emitted PM shall **only** fuel the subject TRU or TRU genset with fuel that meets these specifications.

Note: Operators may want to consider complying with ULETRU early at the LETRU compliance date (skipping the LETRU requirement) so that they avoid a second compliance requirement.

- iii. Use an Alternative Technology. See Ref. 8 – Use an Alternative Technology. Note that use of an Alternative Technology to meet LETRU may also meet ULETRU if diesel PM emissions are eliminated at distribution facilities.

- iv. Sell the unit out-of-state or out-of-country. See Ref. 7 – Prohibitions.
 - v. Scrap the unit. (Note: Noncompliant units that are intended for scrap must be visibly disabled so that they are clearly permanently inoperative.)
- c. Determine which units have engine MY 2003 and subsequent, which must meet the ULETRU standard by the end of the 7th year after the engine model year (e.g. MY 2003 engines must comply with ULETRU by the end of 2010, MY 2004, by 2011, and so-on).
- 1. For each TRU and TRU genset that must meet ULETRU, tabulate the TRU manufacturer, and look at the engine's emission control label (typically on the engine valve cover) and tabulate:
Engine manufacturer, model, model year, and engine family.
 - 2. Options for compliance with the ULETRU standard is similar to meeting the LETRU standard, except as follows:
 - i. Replace the TRU engine with a newer engine.

Note that unless the replacement engine meets ULETRU, this may **only** reset the compliance dates for the engine to meet this In-Use Performance Standard. For example, if you replace a MY 2003 engine with a MY 2005 engine, compliance requirements would go from meeting ULETRU by 12-31-10 to meeting ULETRU by 12-31-12. (See 13 CCR, §2477, subsections (e)(1)(A) and (e)(1)(B) to determine the compliance requirements and date for the chosen replacement engine.)

The ULETRU In-Use Performance Standard, Engine Certification values are as follows:

ULETRU In-Use Performance Standard for Certified Engines	
HP	Engine Certification Value
less than 25	Not Applicable – use other option
25 or greater	0.02 g/hp-hr (0.03 g/kW-hr)

- ii. Retrofit with a Level 3 VDECS that reduces PM emissions by at least 85%. Refer to ARB's Diesel Emission Control Strategies Verification web site at <http://www.arb.ca.gov/diesel/verdev/verdev.htm> to see if there are any Level 3 VDECS available for the engine MY, model, and family. Alternatively, consult with your TRU manufacturers or dealer/distributors to see what they recommend for compliance with the TRU ATCM.

- iii. Use an Alternative Technology. See Ref. 8 – Use an Alternative Technology.
- iv. Sell the unit out-of-state or out-of-country. See Ref. 7 – Prohibitions.
- v. Scrap the unit. (Note: Noncompliant units that are intended for scrap must be visibly disabled so that they are clearly permanently inoperative.)

Ref. 4 - Operator Reporting⁶

- a. Gather the data required for all California-based TRUs and TRU gensets⁷ in your inventory. Enter the required information and data onto the Operator Report Form⁸.
 - 1. Operator name, address, and contact information for the operator's responsible official (e.g. phone number, fax number, email address).
 - 2. List of all terminals owned or leased by the operator located within California, with address, phone number, and terminal contact name.
 - 3. TRU inventory information for each TRU and TRU genset based in California that is owned or leased by the operator:
 - i. TRU or TRU genset make, model, model year, and serial number.
 - ii. TRU or TRU genset owner, and if other than operator, owner name, address, and contact.
 - iii. TRU or TRU genset engine make, model, model year, and serial number.
 - iv. Terminal(s) that the TRU or TRU genset is assigned to.
 - v. ARB identification number, if already issued. If the ARB identification number has not been issued or there has been a change in the other identification numbers listed below since the prior annual report, then provide the following identification numbers (as applicable): Vehicle Identification Number, vehicle license number, railcar recording mark and car number, shipping container number (for TRU-equipped shipping containers only), company equipment number.

⁶ Review the TRU ATCM, 13 CCR, §2477, subsection (f)(1) and Ref. 2 - FAQ and Guidelines, section IV.

⁷ "California-Based TRUs and TRU Gensets" means TRUs and TRU gensets equipped on trucks, trailers, shipping containers, or railcars that a reasonable person would find to be regularly assigned to terminals within California.

⁸ Electronic operator report forms will be available by mid-2008 for submitting the operator report. Report forms may also be downloaded and physically filled out and mailed in. See the TRU web site <http://www.arb.ca.gov/diesel/tru.htm>. There are no associated fees.

4. Compliance status with the in-use performance standards (TRU ATCM paragraph (e)(1)(A) of the regulation). If compliance is not required by the reporting date, then indicate "Not due".

To fulfill the application requirements for the ARB identification number, you may additionally provide with the operator report, the following TRU ATCM compliance information:

- i. Date when compliance was achieved.
 - ii. What performance standard was met (for example, LETRU or ULETRU).
 - iii. How compliance was achieved (for example, TRU engine meets in-use standard without further modification, TRU engine replaced, describe verified diesel emission control strategy that was used).
 - iv. Identify who did the installation work (if applicable, otherwise indicate "Not Applicable").
- b. Submit the data to ARB by January 1, 2009. Physical reports or electronic reporting may be submitted by regular mail or the internet, respectively.

Mail or deliver a physical report to ARB at the address listed immediately below:

California Air Resources Board
Stationary Source Division (TRU)
P.O. Box 2815
Sacramento, CA 95812

Electronically submit through the link on ARB's TRU web site.

- c. Provide updates to this report within 30 days of any changes (e.g. buying or selling TRUs or TRU gensets, changes in compliance status, terminal assignments, etc.). The 30-day compliance clock starts with the transfer of title date, or installation completion date of the engine, or emission control equipment, as appropriate.

Ref. 5 - ARB I.D. Numbering Requirements⁹

- a. Gather the data required for all California-based TRUs and TRU gensets in your inventory. Fill out applications for ARB I.D. numbers for each California-based TRU and TRU genset by January 31, 2009¹⁰.
 1. Operator name, address, and contact information for the operator's responsible official (e.g. phone number, fax number, email address).

⁹ Review the TRU ATCM, 13 CCR, §2477, subsection (e)(1)(E) and Ref. 2 - FAQ and Guidelines, section IV.

¹⁰ Applications for ARB I.D. numbers may be submitted in conjunction with the first Operator Report, since most of the information is the same and the filing deadline is the same.

2. List of all terminals owned or leased by the operator located within California, with address, phone number, and terminal contact name.
 3. TRU inventory information for each TRU and TRU genset based in California that is owned or leased by the operator:
 - i. TRU or TRU genset make, model, model year, and serial number.
 - ii. TRU or TRU genset owner, and if other than operator, owner name, address, and contact.
 - iii. TRU or TRU genset engine make, model, model year, and serial number.
 - iv. Terminal(s) that the TRU or TRU genset is assigned to.
 - v. ARB identification number, if already issued. If the ARB identification number has not been issued or there has been a change in the other identification numbers listed below since the prior annual report, then provide the following identification numbers (as applicable): Vehicle Identification Number, vehicle license number, railcar recording mark and car number, shipping container number (for TRU-equipped shipping containers only), company equipment number.
 4. Compliance status with the in-use performance standards (TRU ATCM paragraph (e)(1)(A) of the regulation).
 - i. Date when compliance was achieved. If compliance is not required by the reporting date, then indicate "Not due".
 - ii. What performance standard was met (for example, LETRU or ULETRU).
 - iii. How compliance was achieved (for example, TRU engine meets in-use standard without further modification, TRU engine replaced, describe verified diesel emission control strategy that was used).
 - iv. Identify who did the installation work (if applicable, otherwise indicate "Not Applicable").
- b. Submit the data to ARB by January 1, 2009. Physical reports or electronic reporting may be submitted by regular mail or the Internet.

Mail or deliver a physical report to ARB at the address listed immediately below:

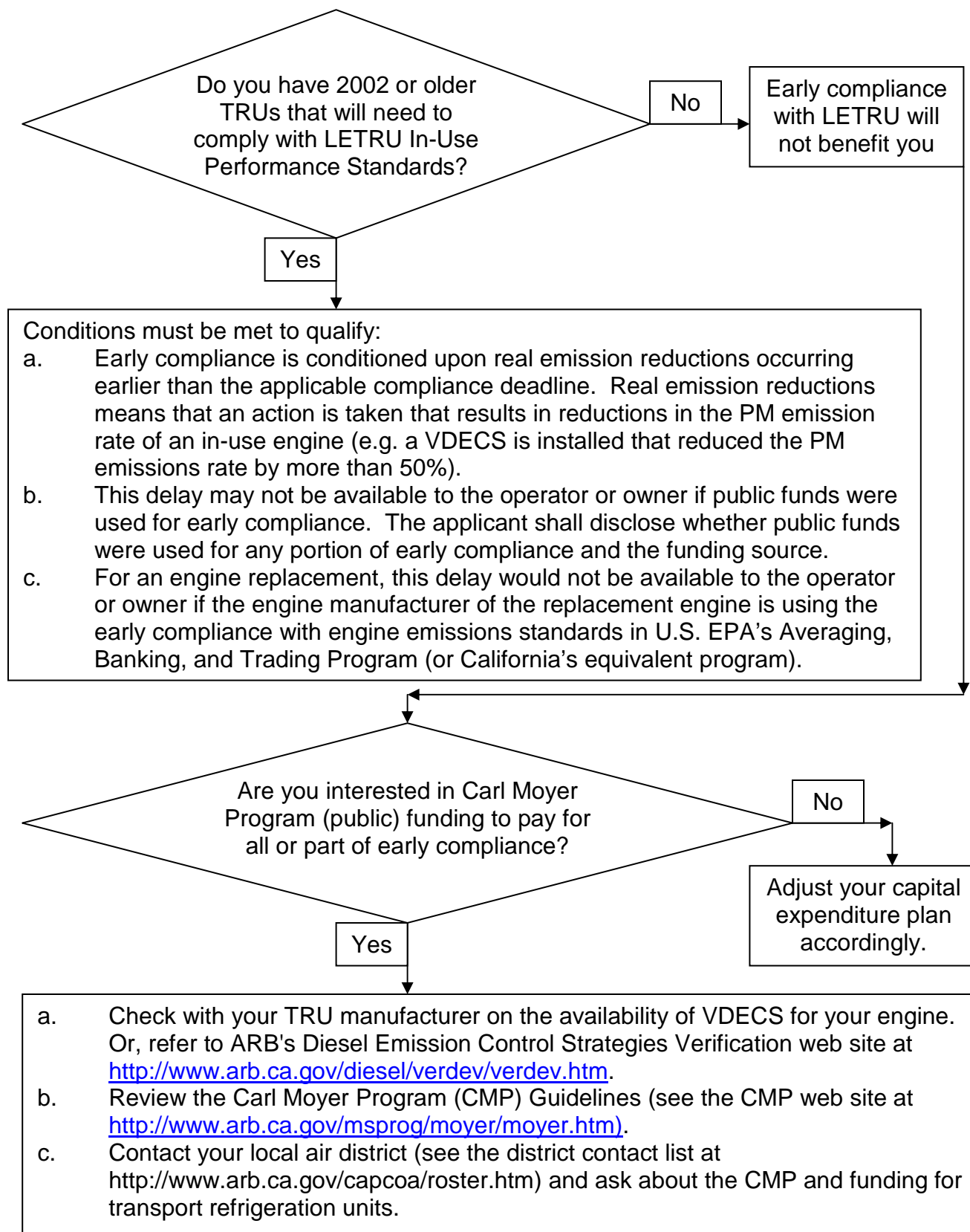
California Air Resources Board
Stationary Source Division (TRU)
P.O. Box 2815
Sacramento, CA 95812

Electronically submit through the link on ARB's TRU web site.

- d. After January 31, 2009, you must apply for ARB I.D. numbers within 30 days of the transfer of title date for any new or used TRUs that you purchase for operation in California.

Note: The use of ARB I.D. numbers is intended to significantly reduce roadside and facility inspections times. There are no associated fees for this service at this time.

Ref. 6 - Early Compliance with LETRU¹¹



¹¹ Review the TRU ATCM 13CCR, §2477, subsection (e)(1)(F), and Ref. 2 – FAQ and Guidelines, section IV.

Ref. 7 - Prohibitions¹²

Once a compliance deadline passes for a TRU or TRU genset model year, it is illegal to sell, offer for sale, lease, offer to lease, rent, or offer to rent a TRU for use in California that does not meet the in-use performance standards in the ATCM. Owners still have options for dealing with noncompliant TRUs or TRU gensets.

Manufacturers, dealers, and distributors can sell, lease, or rent them outside of California, but must make every reasonable effort to ensure that the new owner is appraised that they cannot operate them in California. It is recommended that they have the new purchaser sign an acknowledgment that the unit is noncompliant for use in California. They should make sure they've documented that they've told the new owner that, as equipped when sold, it's illegal to operate the unit in California.

TRU owner/operators that are not in the business of selling to an ultimate purchaser (e.g. not a TRU or TRU genset manufacturer, dealer, or distributor), or not in the business of renting, or leasing TRUs or TRU gensets, can sell noncompliant TRUs and TRU gensets. But ethically, they should let the prospective new owner know that, as equipped when sold, the unit is noncompliant for use in California.

Violations of these prohibitions are subject to fines up to \$35,000 per day per violation.

Ref. 8 – Use of Alternative Technologies¹³

Alternative technologies can be used to meet the LETRU and ULETRU In-Use Performance Standards if diesel PM emissions are eliminated while at a distribution facility. With very narrow exceptions, conventional diesel fuel shall not be used in an Alternative Technology to achieve compliance with the TRU ATCM.

Alternative Technologies are listed below, along with accompanying limitations and requirements:

- a. Electric standby. This TRU compliance option still involves the use of a TRU engine, but the TRU is equipped with electric standby – an electric motor drives the refrigeration system when it's at a distribution center. Infrastructure and operating procedures at distribution facilities must produce zero TRU engine emissions at all distribution facilities it visits, with limited exceptions (e.g. during an emergency or normal yard maneuvering related to ingress and egress). TRU engine operations at distribution facilities, other than during these narrow exceptions, would be a violation, subject to fines and penalties. This compliance option may only work for captured fleets (e.g. fleets that only visit the fleet owner's distribution facilities), where the owner can assure the necessary infrastructure is available and all the TRU engine operations of the specific TRU are eliminated at all distribution facilities in California.

¹² Review 13 CCR §2477, §§(g)

¹³ Review 13 CCR, §2477, subsections (e)(1)(A)3. and (e)(2)(A), and Ref. 2 – FAQ and Guidelines.

Plugging in to eliminate TRU engine operation is not required at retail and foodservice delivery points (e.g. grocery stores, restaurants, convenience stores, etc.), provided there are no more than two TRU-equipped trucks or trailers making deliveries at one time and the TRU engine run time never exceeds 30 minutes at each stop. Plugging in would be required at delivery points to achieve compliance if there are typically more than two TRUs making deliveries at one time, the TRU engine run time is more than 30 minutes per stop, or the truck or trailer is left to serve as temporary refrigerated storage at the delivery point. TRU engine operations at retail or foodservice delivery points, other than during these narrow exceptions, would be a violation, subject to fines and penalties.

- b. Cryogenic temperature control systems or hybrid cryogenic temperature control systems. Cryogenic temperature control systems use a cryogen, such as liquid carbon dioxide or liquid nitrogen, that is routed through an evaporator coil that cools air blown over the coil. The cryogenic system uses a vapor motor to drive a fan and alternator, and a propane-fired heater superheats the carbon dioxide for heating and defrosting. Electrically driven fans may be used instead of a vapor motor and heating and defrost needs may be met by using electric heaters and/or vehicle engine coolant. Cryogenic temperature control systems have no diesel engine driving a refrigeration system. Hybrid cryogenic temperature control systems, however, use a cryogenic temperature control system in conjunction with a conventional TRU that is powered by a TRU engine. These systems would only comply with the TRU ATCM if infrastructure and operating procedures at all distribution facilities the unit visits produce zero TRU engine emissions, with limited exceptions (e.g. during an emergency or normal yard maneuvering). Records would be needed to substantiate compliant operations at distribution facilities. TRU engine operations at distribution facilities, other than during these narrow exceptions, would be a violation, subject to fines and penalties. This compliance option may only work for captured fleets (e.g. fleets that only visit the fleet owner's distribution facilities), where the owner can assure all the operations of the specific TRU are eliminated at all distribution facilities in California.

Using the cryogen to eliminate TRU engine operation is not required at retail and foodservice delivery points (e.g. grocery stores, restaurants, convenience stores, etc.), provided there are no more than two TRU-equipped trucks or trailers making deliveries at one time and the TRU engine run time never exceeds 30 minutes at each delivery point. Using the cryogen would be required at these delivery points to achieve compliance if there are typically more than two TRUs making deliveries at one time, the TRU engine run time is more than 30 minutes per delivery point, or the truck or trailer is left to serve as temporary refrigerated storage at the delivery point. TRU engine operations at retail or foodservice delivery points, other than during these narrow exceptions, would be a violation, subject to fines and penalties.

- c. Alternative fueled engines. These engines must use fuel that meets the definition of alternative fuel. See Ref. 9 – Definitions.

Spark-ignited engines using alternative fuel, rated at greater than 25 hp, must meet the large spark-ignited engine standards.

Alternative fueled compression-ignition engine retrofit systems (e.g. dual-fueled pilot-injection kits) must be verified under the *Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines* (California Code of Regulations title 13, section 2700 et seq).

- d. Fueled exclusively with alternative diesel-fuel that has been verified as a VDECS by ARB. Operators choosing to use alternative diesel fuels in compression ignition TRU and TRU genset engines to meet the requirements of the TRU ATCM, title 13 CCR, s§2477, subsection (e)(1), are required to:
 1. Maintain records of alternative diesel fuel use in accordance with subsection (f)(1)(B) of 13 CCR, §2477, to show the TRU uses only the chosen alternative diesel fuel for all operations in California.
 2. Use only fuel that is verified by ARB (a VDECS) as an alternative diesel fuel that contains no conventional diesel or CARB diesel fuel in TRUs or TRU gensets operated in California. For example 100% biodiesel (B100) or 100% Fischer-Tropsch or Gas-to-Liquid synthetic diesel fuel (F-T or GTL100).
 3. Permanently affix a label in clear view near the fuel tank fill spout that identifies the proper fuel that is required to be in compliance with the TRU ATCM.
 4. In the event that the operator decides to revert to using conventional diesel or CARB diesel fuel, the operator shall comply with the in-use operation requirements of 13 CCR, §2477, subsection (e)(1) within 10 days of discontinuation of alternative diesel fuel use. Within 10 days of discontinuation, the operator shall notify the Executive Officer in writing of this change in fuel use and shall include an update to any ARB I.D. number application or annual report submitted to comply with subsections (e)(1)(E), (e)(1)(F), or (f)(1) of 13 CCR 2477.
- e. Fuel cell-powered temperature control systems. If a reformer is used with diesel fuel as the source of hydrocarbons, then emissions must be evaluated and verified through the *Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines* (13CCR section 2700 – 2710).
- f. Equipped with other systems approved by ARB to not emit diesel PM or increase public health risk near a facility. Contact ARB and provide the details of the TRU ATCM alternative technologies compliance plan (ATCP). The ATCP must assure emission reductions are real, enforceable, verifiable, and meet or exceed the TRU ATCM baseline emission reductions.

Ref. 9 – Definitions (13 CCR, §2477(d))

- (1) “Affiliate or Affiliation” refers to a relationship of direct or indirect control or shared interests between the subject business and another business.
- (2) “Alternative Fuel” means natural gas, propane, ethanol, methanol, or advanced technologies that do not rely on diesel fuel, except as a pilot ignition source at an average ratio of less than 1 part diesel fuel to 10 parts total fuel on an energy equivalent basis. Alternative fuels also means any of these fuels used in combination with each other or in combination with other non-diesel fuels. Alternative-fueled engines shall not have the capability of idling or operating solely on diesel fuel at any time.
- (3) “Alternative-Fueled Engine” means an engine that is fueled with a fuel meeting the definition of alternative fuel.
- (4) “Alternative Diesel Fuel” means any fuel used in diesel engines that is not commonly or commercially known, sold or represented as diesel fuel No. 1-D or No. 2-D, pursuant to the specification for Diesel Fuel Oils D975-81, and does not require engine or fuel system modifications for the engine to operate, although minor modifications (e.g. recalibration of the engine fuel control) may enhance performance. Examples of alternative diesel fuels include, but are not limited to, biodiesel, Fischer Tropsch fuels, and emulsions of water in diesel fuel. Natural gas is not an alternative diesel fuel. An emission control strategy using a fuel additive will be treated as an alternative diesel fuel based strategy unless:
 - (A) The additive is supplied to the vehicle or engine fuel by an on-board dosing mechanism, or
 - (B) The additive is directly mixed into the base fuel inside the fuel tank of the vehicle or engine, or
 - (C) The additive and base fuel are not mixed until vehicle or engine fueling commences, and no more additive plus base fuel combination is mixed than required for a single fueling of a single engine or vehicle.
- (5) “ARB” means the California Air Resources Board.
- (6) “B100 Biodiesel Fuel” means 100% biodiesel fuel derived from vegetable oil or animal fat and complying with ASTM D 6751-02 and commonly or commercially known, sold, or represented as “neat” biodiesel or B100. B100 biodiesel fuel is an alternative diesel fuel.
- (7) “B100 Biodiesel-Fueled” (compression-ignition engine) means a compression-ignition engine that is fueled by B100 biodiesel fuel.
- (8) “Business” means an entity organized for profit including, but not limited to, an individual, sole proprietorship, partnership, limited liability partnership, corporation, limited liability company, joint venture, association or cooperative; or solely for

purposes of the Prompt Payment Act (Government Code 927 et seq.), a duly authorized nonprofit corporation.

- (9) "California-Based TRUs and TRU Gensets" means TRUs and TRU gensets equipped on trucks, trailers, shipping containers, or railcars that a reasonable person would find to be regularly assigned to terminals within California.
- (10) "CARB Diesel Fuel" means any diesel fuel that is commonly or commercially known, sold or represented as diesel fuel No. 1-D or No. 2-D, pursuant to the specification for Diesel Fuel Oils D975-81 and meets the specifications defined in *13 CCR 2281, 13 CCR 2282, and 13 CCR 2284*.
- (11) "Carbon Monoxide (CO)" means a colorless, odorless gas resulting from the incomplete combustion of hydrocarbon fuels.
- (12) "Carrier" means any person, party, or entity who undertakes the transport of goods from one point to another.
- (13) "Certification" means the obtaining of an Executive Order for a new offroad compression-ignition engine family that complies with the off-road compression-ignition emission standards and requirements specified in the California Code of Regulations, Title 13, Section 2423. A "certified engine" is an engine that belongs to an engine family that has received a certification Executive Order.
- (14) "Certification Data" means the ARB Executive Order number and related exhaust emission data for each test cycle mode used to certify the engine family and obtain the certification level shown in the certification Executive Order. Such data includes modal exhaust emissions data for nitrogen oxides, non-methane hydrocarbons, carbon monoxide, and particulate matter includes, as a minimum, torque, engine speed, weighting factor, power, mass emission rate (grams per hour), and certification test fuel.
- (15) "Compression Ignition (CI) Engine" means an internal combustion engine with operating characteristics significantly similar to the theoretical diesel combustion cycle. The regulation of power by controlling fuel supply in lieu of a throttle is indicative of a compression ignition engine.
- (16) "Consignee" (see receiver).
- (17) "Consignor" (see shipper).
- (18) "Cryogenic Temperature Control System" means a heating and cooling system that uses a cryogen, such as liquid carbon dioxide or liquid nitrogen that is routed through an evaporator coil that cools air blown over the coil. The cryogenic system uses a vapor motor to drive a fan and alternator, and a propane-fired heater superheats the carbon dioxide for heating and defrosting. Electrically driven fans may be used instead of a vapor motor and heating and defrost needs may be met by using electric heaters and/or vehicle engine coolant.

- (19) "Deterioration Factor (DF)" means a factor that is applied to the certification emission test data to represent emissions at the end of the useful life of the engine. Separate DFs apply to each measured pollutant, except that a combined NMHC+NO_x DF applies to engines that do not use aftertreatment devices. Decreasing emissions over time would not be allowed to offset increasing emissions of the other pollutant in this combined DF.
- (20) "Diesel Fuel" means any fuel that is commonly or commercially known, sold, or represented as diesel fuel, including any mixture of primarily liquid hydrocarbons – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented as suitable for use in an internal combustion, compression-ignition engine.
- (21) "Diesel-Fueled" means fueled by diesel fuel or CARB diesel fuel in whole or in part, except as allowed for a pilot ignition source under the definition for "alternative fuel".
- (22) "Diesel Oxidation Catalyst (DOC)" means the use of a catalyst to promote the oxidation processes in diesel exhaust. Usually refers to an emission control device that includes a flow-through substrate where the surfaces that contact the exhaust flow have been catalyzed to reduce emissions of the organic fraction of diesel particulates, gas-phase hydrocarbons, and carbon monoxide.
- (23) "Diesel Particulate Filter (DPF)" means an emission control technology that reduces PM emissions by trapping the particles in a flow filter substrate. Periodically the collected particles are either physically removed or oxidized (burned off) in a process called regeneration.
- (24) "Diesel Particulate Matter" means the particles found in the exhaust of diesel-fueled CI engines. Diesel PM may agglomerate and adsorb other species to form structures of complex physical and chemical properties.
- (25) "Dual-Fuel Engine" means an engine designed to operate on a combination of alternative fuel, such as compressed natural gas (CNG) or liquefied petroleum gas (LPG), and conventional fuel, such as diesel or gasoline. These engines have two separate fuel systems, which either inject both fuels simultaneously into the engine combustion chamber or fumigate the gaseous fuel with the intake air and inject the liquid fuel into the combustion chamber.
- (26) "Emergency" means any of the following times:
- (A) A failure or loss of normal power service that is not part of an "interruptible service contract" (see definition);
 - (B) A failure of a facility's internal power distribution system, provided the failure is beyond the reasonable control of the operator;
 - (C) When an affected facility is placed under an involuntary "rotating outage" (see definition).

- (27) "Emission Control Strategy" means any device, system, or strategy employed with a diesel-fueled CI engine that is intended to reduce emissions. Examples of emission control strategies include, but are not limited to, particulate filters, diesel oxidation catalysts, selective catalytic reduction systems, alternative fuels, fuel additives used in combination with particulate filters, alternative diesel fuels, and combinations of the above.
- (28) "Emissions Rate" means the weight of a pollutant emitted per unit of time (e.g., grams per second).
- (29) "Executive Officer" means the Executive Officer of the California Air Resources Board or his or her delegate.
- (30) "Facility" means any facility where TRU-equipped trucks, trailers, shipping containers or railcars are loaded or unloaded with perishable goods. This includes, but is not limited to, grocery distribution centers, food service distribution centers, cold storage warehouses, and intermodal facilities. Each business entity at a commercial development is a separate facility for the purposes of this regulation, provided the businesses are "independently owned and operated" (see definition).
- (31) "Facility Control (of TRUs or TRU Gensets)" means the TRUs or TRU gensets located at the facility are owned or leased by the facility, its parent company, affiliate, or a subsidiary, or under contract for the purpose of providing carrier service to the facility, and the TRUs' or TRU gensets' arrival, departure, loading, unloading, shipping and/or receiving of cargo is determined by the facility, parent company, affiliate, or subsidiary (e.g scheduled receiving, dispatched shipments).
- (32) "Fischer-Tropsch Diesel Fuel" See "ultra-low-aromatic synthetic diesel fuel".
- (33) "Fuel Additive" means any substance designed to be added to fuel or fuel systems or other engine-related engine systems such that it is present in-cylinder during combustion and has any of the following effects: decreased emissions, improved fuel economy, increased performance of the engine; or assists diesel emission control strategies in decreasing emissions, or improving fuel economy or increasing performance of the engine.
- (34) "Generator Set (genset)" means a CI engine coupled to a generator used as a source of electricity.
- (35) "Hybrid Cryogenic Temperature Control System" means a temperature control system that uses a cryogenic temperature control system in conjunction with a conventional TRU.
- (36) "Independently Owned and Operated" means a business concern that independently manages and controls the day-to-day operations of its own business through its ownership and management, without undue influence by an outside entity or person that may have an ownership and/or financial interest in the management responsibilities of the applicant business or small business.

- (37) "Intermodal Facility" means a facility involved in the movement of goods in one and the same loading unit or vehicle which uses successively several modes of transport without handling of the goods themselves in changing modes. Such a facility is typically involved in loading and unloading refrigerated shipping containers and trailers to and from railcars, trucks, and ocean-going ships.
- (38) "Interruptible Service Contract" means any arrangement in which a nonresidential electrical customer agrees to reduce or consider reducing its electrical consumption during periods of peak demand or at the request of the System Operator in exchange for compensation, or assurances not to be blacked out or other similar non-monetary assurances.
- (39) "In Use TRU, TRU genset, or engine" means a TRU, TRU genset, or engine that is not a "new" TRU, TRU genset, or engine.
- (40) "Low Emission TRU (LETRU or L)" means a TRU or TRU genset that meets the performance standards described under paragraph 13 CCR, §2477(e)(1)(A)1. or (e)(1)(A)2.
- (41) "Manufacturer" means a business as defined in Government Code §14837(c).
- (42) "Military tactical support equipment (TSE)" means equipment that meets military specifications, owned by the U.S. Department of Defense and/or the U.S. military services, and used in combat, combat support, combat service support, tactical or relief operations, or training for such operations.
- (43) "Model Year (MY)" means diesel-fueled engine manufacturer's annual production period, which includes January 1st of a calendar year, or if the manufacturer has no annual production period, the calendar year.
- (44) "New TRU, TRU Genset, or Engine" means any TRU, TRU genset, or engine that has never been subject to a retail sale or lease to an "ultimate purchaser" (see definition).
- (45) "Nitrogen Oxide (NO_x)" means compounds of nitric oxide (NO), nitrogen dioxide (NO₂), and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition.
- (46) "Non-California-Based TRUs and TRU Gensets" means TRUs and TRU gensets that are equipped on or used in trucks, trailers, shipping containers, or railcars that a reasonable person would find to be regularly assigned to terminals outside of California and operate in California from time to time for the purpose of transporting perishable goods into or out of the state.
- (47) "Non-methane Hydrocarbons (NMHC)" means the sum of all hydrocarbon air pollutants except methane. NMHCs are precursors to ozone formation.

- (48) "Operate" means to start, cause to function, program the temperature controller, select an operating program or otherwise control, fuel, monitor to assure proper operation, or keep in operation.
- (49) "Operator" means any person, party or entity that operates a TRU or TRU genset for the purposes of transporting perishable goods, excluding an employee driver and third party maintenance and repair service, and including but not limited to:
- (A) Manufacturer, producer, supplier, carrier, shipper, consignor, consignee, receiver, distribution center, or warehouse of perishable goods;
 - (B) An individual, trust, firm, joint stock company, business concern, partnership, limited liability company, association, or corporation including but not limited to, a government corporation;
 - (C) Any city, county, district, commission, the state or any department, agency, or political subdivision thereof, any interstate body, and the federal government or any department or agency thereof to the extent permitted by law.
- (50) "Owner" means any person that legally holds the title (or its equivalent) showing ownership of a TRU or TRU genset, excluding a bank or other financial lending institution, and including but not limited to:
- (A) Manufacturer, producer, supplier, carrier, shipper, consignor, consignee, receiver, distribution center, warehouse;
 - (B) An individual, trust, firm, joint stock company, business concern, partnership, limited liability company, association, or corporation including but not limited to, a government corporation;
 - (C) Any city, county, district, commission, the state or any department, agency, or political subdivision thereof, any interstate body, and the federal government or any department or agency thereof to the extent permitted by law.
- (51) "Owner/Operator" means a requirement applies to the owner and/or operator of a TRU or TRU genset, as determined by agreement or contract between the parties if the two are separate business entities.
- (52) "Parent Company" means a company that has a controlling interest in another company, usually through ownership of more than one-half the voting stock.
- (53) "Particulate Matter (PM)" means the particles found in the exhaust of CI engines, which may agglomerate and adsorb other species to form structures of complex physical and chemical properties.
- (54) "Rated Brake Horsepower" means the power delivered, according to the statement of the engine manufacturer, at the rated speed.

- (55) "Real Emission Reductions" means that an action is taken that results in reductions in the PM emission rate of an in-use engine (e.g. a VDECS is installed that reduced the PM emissions rate by more than 50%).
- (56) "Receiver" means the person, party, or entity that receives shipped goods, cargo, or commodities.
- (57) "Refrigerated Trailer" means a trailer van, railcar, or shipping container equipped with a TRU or TRU genset. Pursuant to Health and Safety Code section 39618, refrigerated trailers are mobile sources and shall be regulated by the ARB on a statewide basis.
- (58) "Rotating Outage" means a controlled involuntary curtailment of electrical power service to consumers as ordered by the system operator - see definition.
- (59) "Shipper" means the person, party, or entity who usually owns or supplies the commodities shipped by a carrier.
- (60) "System Operator" means one of the several organizations that control energy in California. System operators include, but are not limited to, the California Independent System Operator, the Los Angeles Department of Water and Power, the Imperial Irrigation District, the Sacramento Municipal Utility District.
- (61) "Terminal" means any place where a TRU or TRU genset equipped truck, trailer, shipping container, railcar or TRU genset is regularly garaged, maintained, operated, or dispatched from, including a dispatch office, cross-dock facility, maintenance shop, business, or private residence.
- (62) "Tier 4 Nonroad/Offroad Emission Standards" means the emission standards and associated procedures promulgated by U.S. Environmental Protection Agency in "Control of Emissions of Air Pollution from Nonroad Diesel Engines and Fuel; Final Rule" (Vol. 69, No. 124 Fed.Reg. pp. 38957-39273 (June 29, 2004)).
- (63) "Transport Refrigeration Unit (TRU)" means refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.
- (64) "TRU Generator Set (TRU genset)" means a generator set that is designed and used to provide electric power to electrically driven refrigeration units of any kind. This includes, but is not limited to gensets that provide electricity to electrically powered refrigeration systems for semi-trailer vans and shipping containers.
- (65) "Ultimate Purchaser" means with respect to a new TRU, TRU genset, or engine, the first person who in good faith purchases a new TRU, TRU genset, or engine for purposes other than resale.

- (66) “Ultra-Low-Aromatic Synthetic Diesel Fuel” means fuel produced from natural gas, coal, or biomass by the Fischer-Tropsch gas-to-liquid chemical conversion process, or similar process that meets the following properties:

Property	ASTM	Value
Sulfur Content (ppmw)	D5453-93	<1
Total Aromatic Content (wt %)	D5186-96	<1.5%
Polynuclear Aromatic Content (wt %)	D5186-96	<0.5%
Natural Cetane Number	D613-84	>74

- (67) “Ultra-Low Emission TRU (ULETRU or U)” means a TRU or TRU genset that meets the performance standards described under 13 CCR, §2477, subparagraph (e)(1)(A)1. and (e)(1)(A)2. or that uses an “alternative technology” in accordance with 13 CCR. §2477, subparagraph (e)(1)(A)3.
- (68) “Verification Classification Level” means the classification assigned to a Diesel Emission Control Strategy by the Executive Officer as defined in the *Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emission from Diesel Engines (13 CCR Sections 2700 – 2710)*. PM reductions correspond as follows: Level 1: $\geq 25\%$; Level 2: $\geq 50\%$; Level 3: $\geq 85\%$ or 0.01 g/hp-hr.
- (69) “Verified Diesel Emission Control Strategy” (VDECS) means an emission control strategy designed primarily for the reduction of diesel particulate matter emissions that has been verified per the *Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines (13 CCR Sections 2700 – 2710)*. Examples of diesel retrofit systems that may be verified include, but are not limited to, diesel particulate filters, diesel oxidation catalysts, fuel additives (e.g. fuel-borne catalysts), alternative fuels (e.g. dual fuel), alternative diesel fuels, and combinations of the above.

Additional Assistance

Additional questions may be addressed to Mr. Rod Hill of the Stationary Source Division at (916) 327-5636 or by email at rhill@arb.ca.gov.

To request special accommodation or language needs, please contact the following:
Assistance for Disability-related accommodations, please go to
<http://www.arb.ca.gov/html/ada/ada.htm>
or contact the Air Resources Board ADA Coordinator, at (916) 323-4916.

TTY/TDD/Speech-to-Speech users may dial 7-1-1 for the California Relay Service.

Assistance in a language other than English, please go to
<http://www.arb.ca.gov/as/eeo/languageaccess.htm> or contact the Air Resources Board Bilingual Coordinator, at (916) 324-5049.